



Early Design Guidance - 4435 35th Avenue SW - November 19, 2009



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Proposal Description

1. The existing site is located on the northwest corner of the intersection of SW Oregon Street and 35th Avenue SE. The site is rectangular (115.15' x 275') and is comprised of 11 platted parcels with one commercial, 1-story structure located on the northern portion of the property. A large portion of the site is paved in concrete and asphalt. An existing concrete curb and sidewalk front the eastern side of the site. Unopened SW Oregon Street abuts the southern property line with an alley (partially improved), adjoining the west lot line. Vehicle access (existing) is via 35th Avenue SW on the east side and the alley on the west side. Utilities (water, sewer) are located on 35th Avenue SW and power is available from 35th Avenue SW and the alley (telephone, TV). There are three (3) existing curb cuts servicing the site. Six (6%) percent (1,900 sf) of the site is sloped upward approximately 20' from northeast to southwest. The remainder of the site is flat.
2. The site is currently zoned C 1-65 (DPD page #138) with a West Seattle Junction Urban Village overlay. The C 1-65 zone continues to the north, west and south of the property. Zoning to the east across 35th Avenue SW is SF 5,000. Special guidelines governing the development of this site are found in the West Seattle Urban Village Design Guidelines.
3. Neighboring uses include a fast food restaurant (KFC) to the north, a lumberyard (Alki Lumber) to the west across the alley, an apartment building to the south and West Seattle Stadium and Golf Course to the east. Vistas of downtown Seattle, the West Seattle Stadium and Golf Course are available to the northeast and southeast
4. Development objectives include utilizing the site for a mixed-use building for commercial and residential uses. Residential uses will provide an appropriate transition to existing structures to the south, while lower floor commercial uses will be more appropriate fronting 35th Avenue SW, where vehicle traffic is higher. Current plans are to provide 100-150 dwelling units on five (5) floors over a ground level floor of commercial and parking with a below grade basement parking structure. Parking for approximately 158 vehicles would be available to support the 100-150 dwelling units and 12,250 sf of street level commercial space. The proposed structure height would utilize the allowable 65' zoning height limit to take advantage of downtown vistas to the northeast.

Development Objective

1. Develop site to highest and best use (mixed-use building)
2. Provide increased housing opportunity in the West Seattle Junction neighborhood
3. Provide a visual upgrade to the neighborhood and improve property values
4. Provide opportunities for commercial tenant space
5. Enhance the pedestrian environment
6. Provide positive cash flow for the property
7. Provide financial benefits for a family investment

Proposed Density

100-150 dwelling units (112,070 sf)

12,250 sf of commercial/retail space

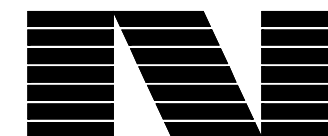
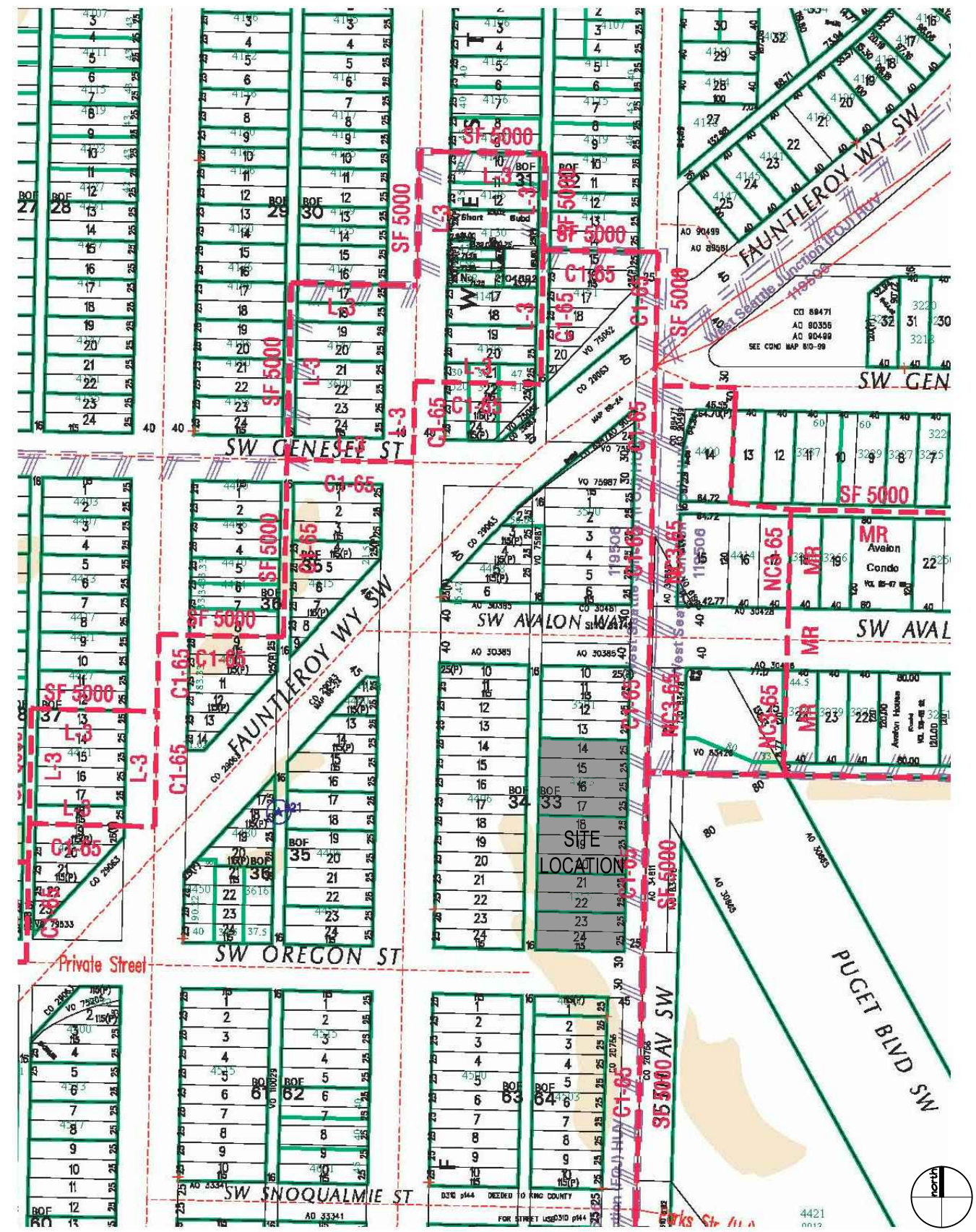
158 parking stalls

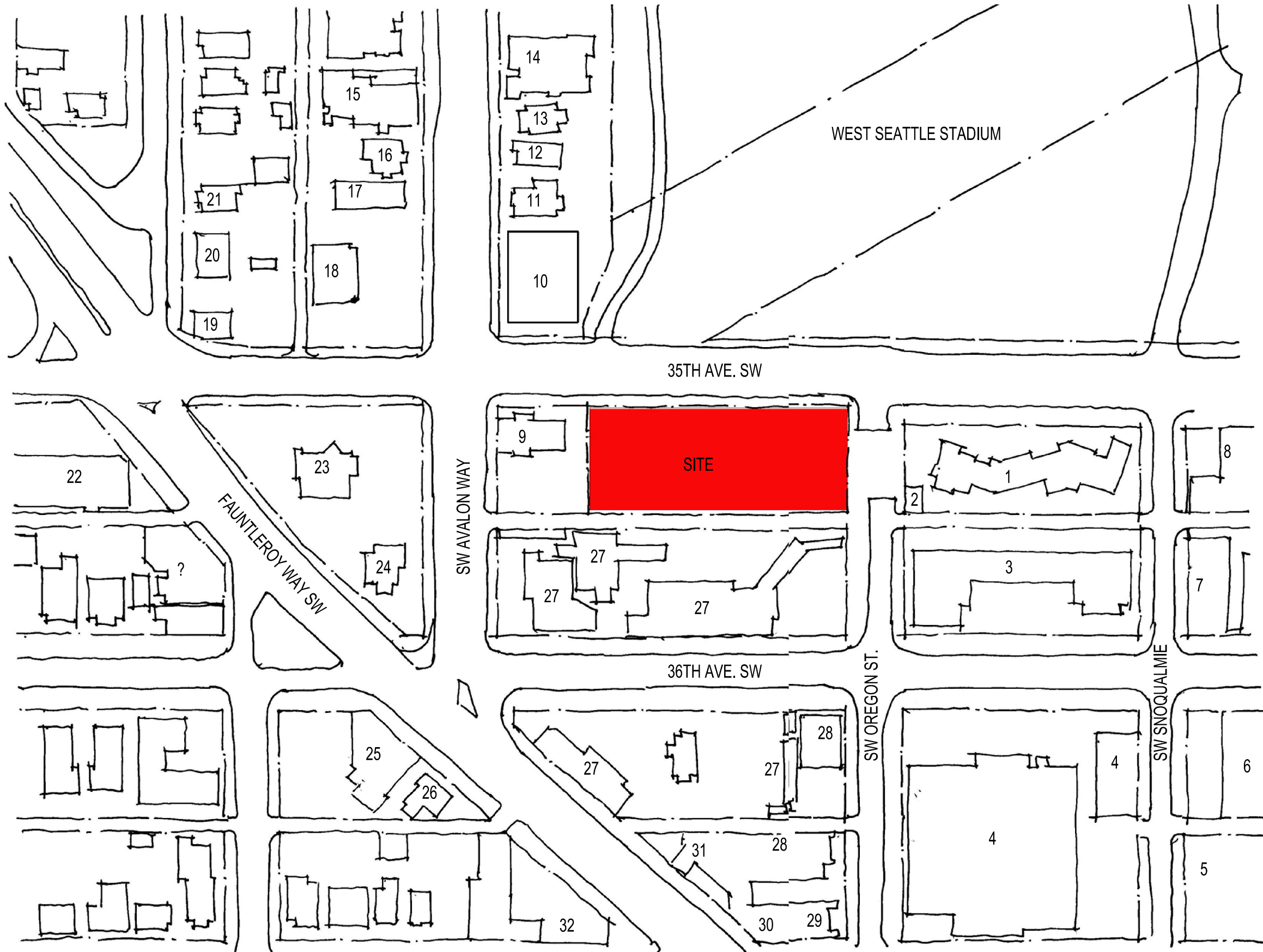


Zoning Code Summary

ADDRESS: 4435 35th Avenue SW
 LEGAL: Lots 14-24 Block 53, Boston Co. Plat of West Seattle, Vol. 3, p. 19.
 GIS MAP: 137
 DPD PROJECT NO.: 3009518
 PARCEL NO.: 0952004280, 0952004285, 0952004300, 095204310
 ZONING: C1-65
 OVERLAYS: West Seattle Junction Hub Urban Village
 ECA: Steep Slope. Site is located in Salmon Watershed.
 SITE AREA: 275' x 115.125' = 31,659 sf
 PERMITTED USE: Residential, live work, eating-drinking establishments, office (up to 1 FAR), sales & service.
 MIXED USE: 80% of street front facade shall be occupied by nonresidential uses, extending 30' in depth average and 15' minimum with 13' minimum floor to floor height.
 STRUCTURE HEIGHT: Maximum 65' from existing grade. Sloping lot bonus up to 5'-0" per 23.47A.012B. Exceptions for stairs to roof, chimneys, elevator penthouse, railings, skylights, parapets, mechanical equipment and play equipment.
 FLOOR AREA RATIO (FAR): For mixed-use structures $4.75 \times 31.659 = 150,380$ sf. Exceptions for below grade area, decks and roof overhangs. For any single use within a mixed-use structure, $4.25 \times 31.659 = 134,550$ sf.
 SETBACKS: Front - 5' max for lots where street trees cannot be placed in right-of-way (23.47A.016 B.4)
 Side - None
 Rear - 2' dedication for future alley widening. (20' alley required - 16' existing) / 2 = 2' setback
 RESIDENTIAL AMENITY: 5% of total gross floor area in residential use = $124,333 \times 0.05 = 6217$ sf req'd.
 SOLID WASTE / RECYCLING: 200 sf (for 100 units) plus additional 2 sf per each additional unit = $200 + (2 \times 10) = 220$ sf.
 PARKING ACCESS AND LOCATION: If access to parking is not from an improved alley, access is permitted across one of the side streets. The number and location of curbcuts shall be determined by the director of DPD.
 Commercial curb cuts - min 22', max 25'
 Residential curb cuts - 20' for 2-way traffic.
 PARKING: Residential use in commercial zone: 1 space per unit = 110 stalls
 Commercial Use: Office, 1:1000 sf; Sales and Service, General, 1:500 sf
 Eating & Dining Establishments, 1:250 sf
 No parking is required for first 1500 sf of each business establishment.
 STREET CLASSIFICATION: 35th Ave SW is a Principal Arterial
 Exist'g and req'd R.O.W. = 90'
 Exist'g and req'd roadway width = 54'
 LANDSCAPE: Green area factor .30 min.
 Drought tolerant plants required
 Street trees required
 Req'd for parking garage 5-8' above sidewalk occupying street-level street-facing facade.
 Req'd for parking garage that is 8' or more above grade.

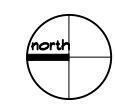
Zoning Map





Existing Uses

1. 22 Unit Apartment
2. Single Family Residence
3. 23 Unit Apartment
4. West Seattle YMCA
5. Warehouse/Office - SKFood
6. Food Service/Warehouse
7. Lumber Shed
8. Retirement Home
9. Fast Food Restaurant (KFC)
10. Mixed Use Building
11. Single Family Residence
12. Single Family Residence
13. Single Family Residence
14. 16 Unit Apartment
15. 16 Unit Apartment
16. Single Family Residence
17. 4 Unit Apartment
18. Convenience Store (7-11)
19. Restaurant (Yasukos)
20. Power Sub Station
21. Single Family Residence
22. Retail/Commercial
23. Fast Food Restaurant (Taco Bell)
24. Coffee House (Starbucks)
25. Retail/Fast Food
26. Dry Cleaners (House of Clean)
27. Lumber Yard (Alki)
28. Auto Repair
29. Auto Repair (Brakes)
30. Auto Repair (Radiators)
31. Espresso, Auto Repair, Computer Repair
32. Tire Repair



Vicinity Map



Site Analysis Summary

35th Ave SW

Primary vehicle access, possible pedestrian access
& orientation for commercial / retail spaces
SDOT classified arterial w/ 90' row

SW Oregon Street

Unimproved road due to steep topography
Best location for vehicle access from 35th Ave SW
Possible pedestrian connection to West Seattle Junction Center

Alley

Partially improved with no outlet to the south due to topography

Solar Access

Solar access to South limited
Solar access to West limited due to topography and existing structure to the West
Solar access available to SW

View

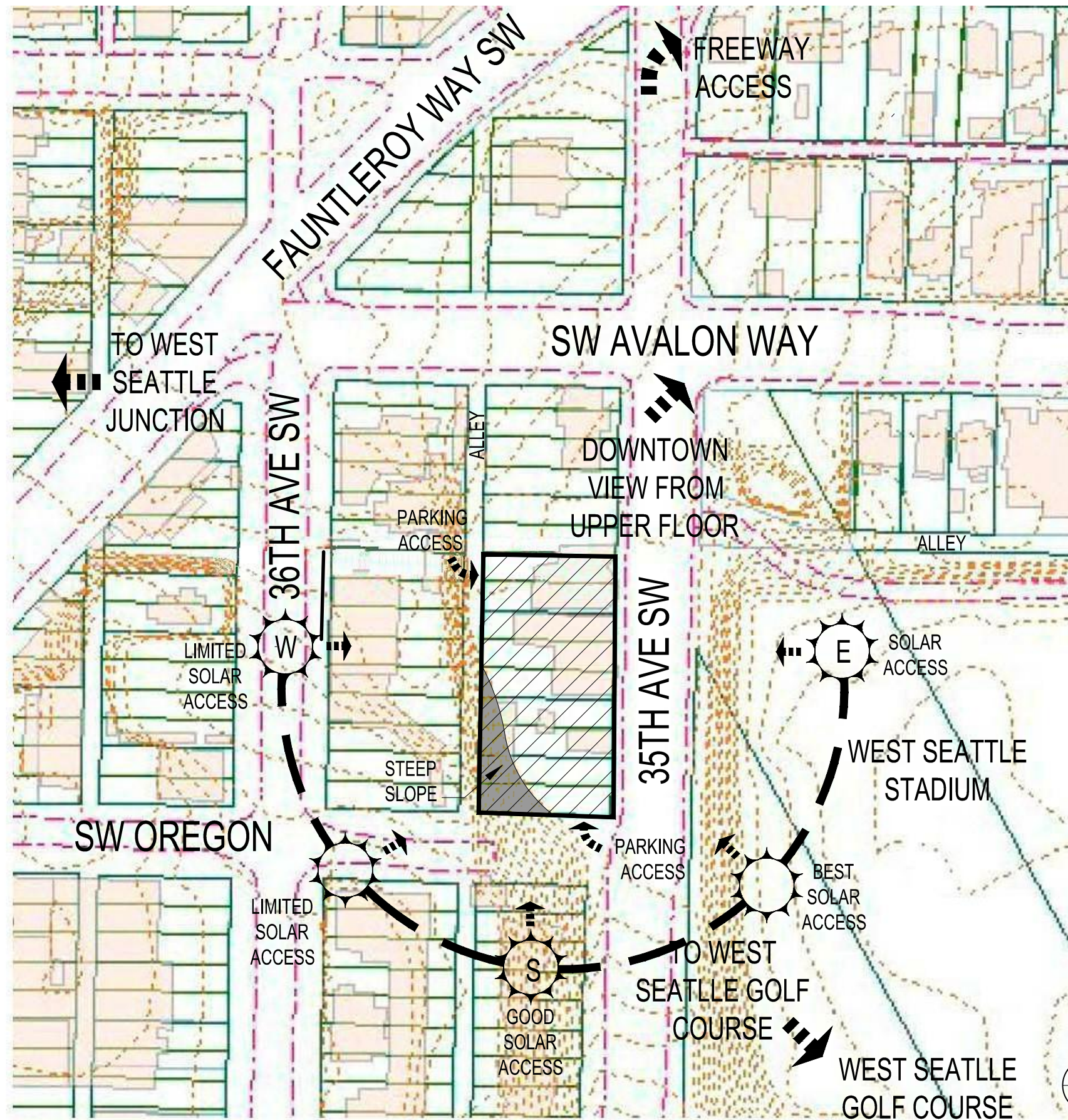
Territorial views available to Southeast and Northeast
City views available to NE from upper levels of structure

Amenities

West Seattle Stadium access from site
West Seattle Golf Course within walking distance
YMCA to the West

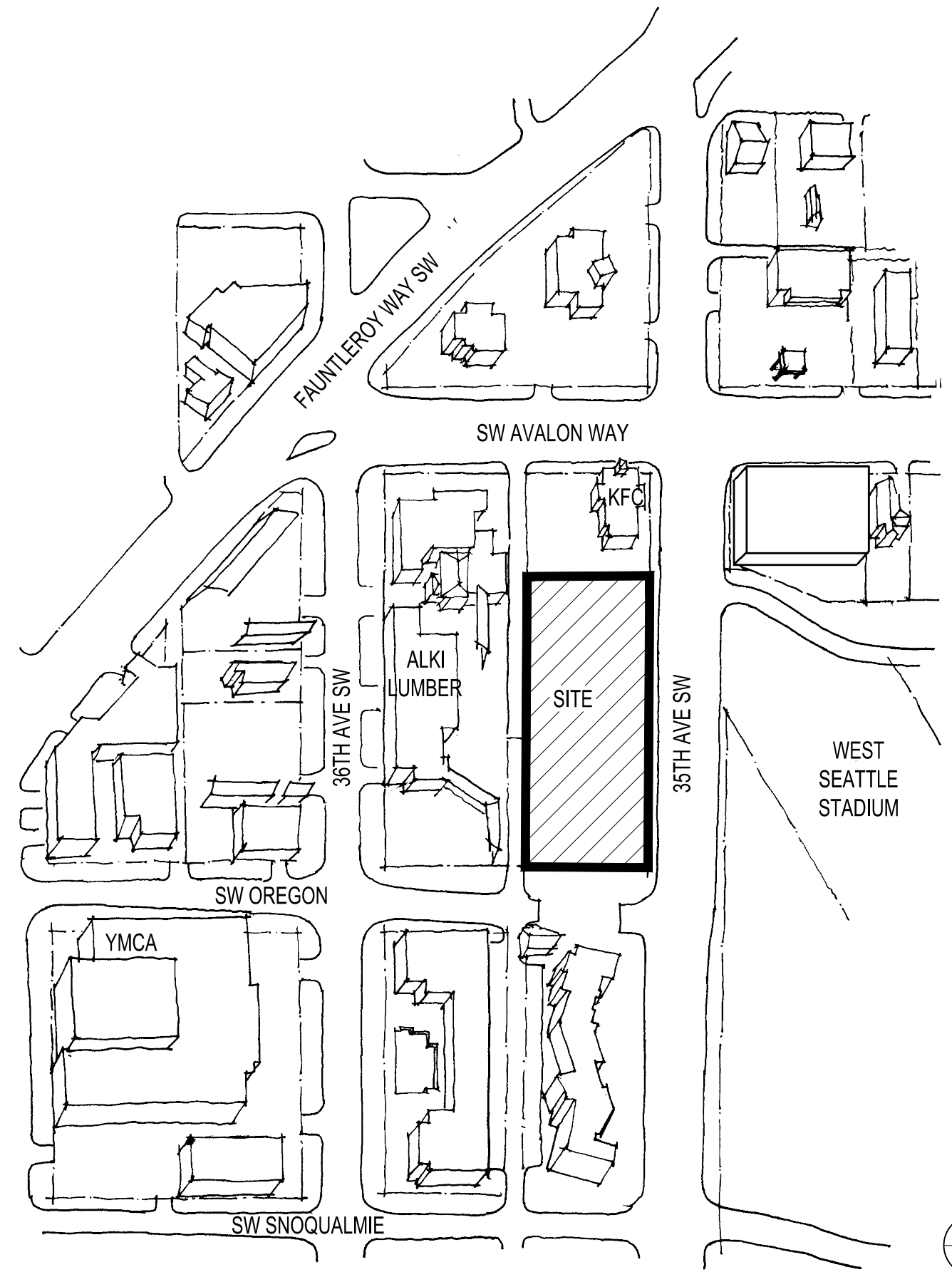
Vehicular Access

35th Ave SW provides direct access to West Seattle Freeway
and to SW Avalon Way
Alley access will mitigate excessive car trips directly onto 35th Ave SW
SW Oregon provides good opportunity for vehicle access for commercial
& retail spaces



Neighborhood Design Criteria

This .72 acre site lies west of the West Seattle Stadium located across 35th Ave SW. The flat site is only one of three businesses located on the city block. A fast food restaurant to the north (KFC) and Alki Lumber are the only other businesses that occupy the block. Existing topography dictates that most dwelling units face to the east where territorial views are available. The steep bank west of the alley that divides the block provides a buffer from the lumber yard but does not offer any significant views or amenities. Site design should favor orienting as many units as possible to the east and south. The steep slope of the unopened portion of SW Oregon Street presents an opportunity to provide a pedestrian connection to the business community to the west which includes the YMCA.





4433 35th Ave. SW

DWU UTILITY LEGEND

- King Co. Sanitary Mainline
- Sanitary Mainline
- Drainage Mainline
- Combined Mainline
- Drainage Lateral (Inspected)
- Drainage Lateral (Not Inspected)
- Side Sewer (Inspected)
- Side Sewer (Not Inspected)
- Abandoned Pipe

Arrows designate direction of flow

WATER UTILITY LEGEND

- Water Mainline
- Water Service
- Hydrant

CONTROL MONUMENTS

- Monument
- Brass Plug
- Hub
- Track In Lead

ROOF OUTLINES INTERPRETED FROM JULY, 1999 ORTHOPHOTOGRAPHY

- Building
- Garage
- Deck
- Patio
- Obscured
- Misc.

Parcel Line

10' Interval Contour*

2' Interval Contour*

Pavement Edge

Spot Elevation*

Address Number

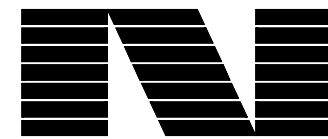
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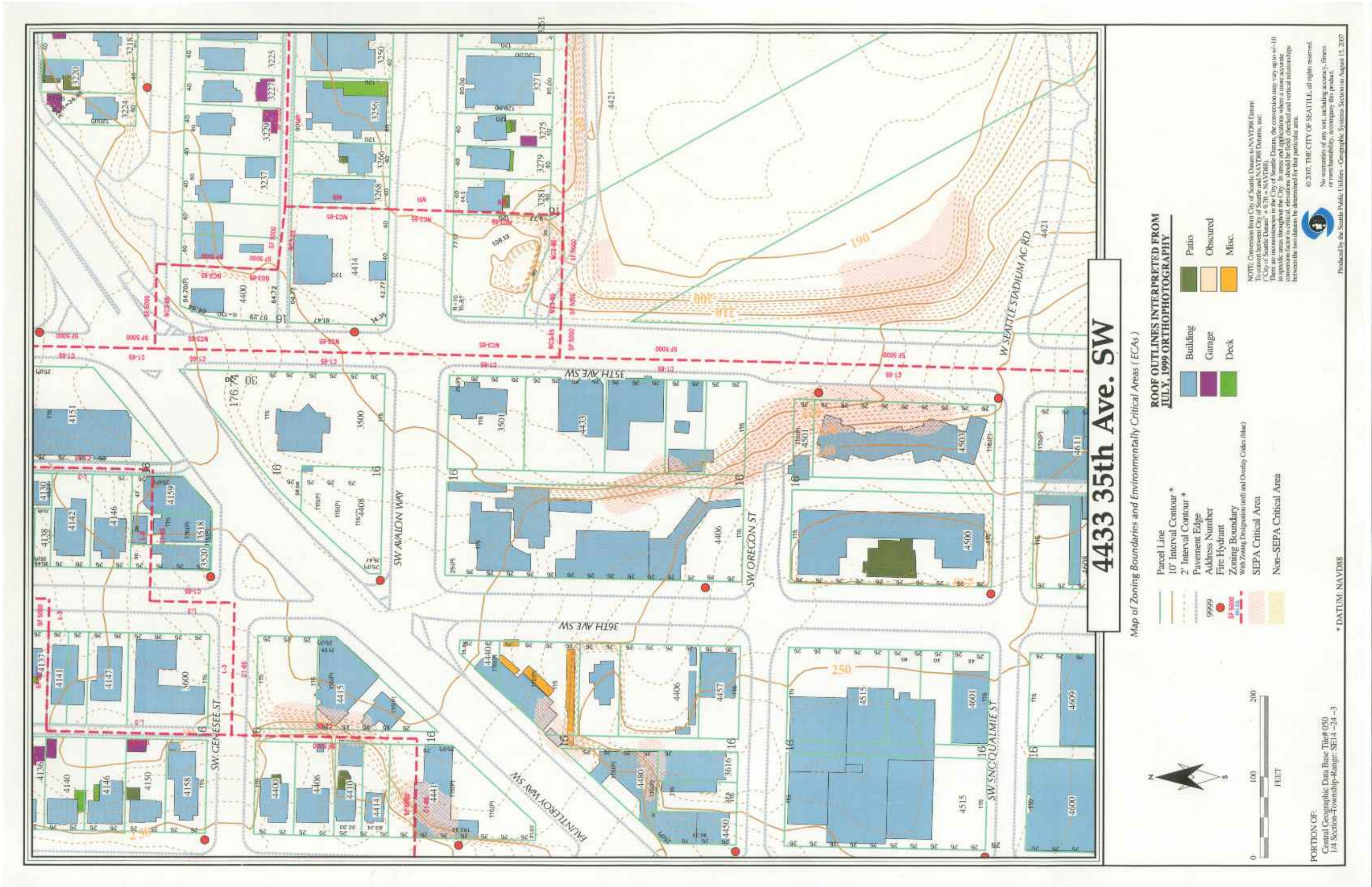
PORTION OF:
 Central Geographic Data Base Tier# 050
 1st Section-Township-Range: SE14-24-3
 * DATUM: NAVD88

ORTHOPHOTOGRAPHY DATE: MARCH 2005
 * DATUM: NAVD88

NOTE: Conversion from City of Seattle Datum to NAVD83 Datum is contained within City of Seattle and NAVD83 Datum. The City of Seattle and NAVD83 Datum are not interchangeable. The use of these data in specific areas throughout the City of Seattle and applications where a more accurate conversion factor is critical, elevations should be field checked and vertical relationships between the two datums be determined for that particular area.

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Streetscapes

16 UNIT APARTMENT

16 UNIT APARTMENT

MIXED USE BLDG

WEST SEATTLE STADIUM

SITE (BLDG TO BE REMOVED)

SITE

CONVENIENCE STORE

FAST FOOD RESTAURANT

FAST FOOD RESTAURANT

FAST FOOD RESTAURANT

COFFEE HOUSE

22 UNIT APARTMENT

RETIREMENT HOME

23 UNIT APARTMENT

LUMBER YARD

LUMBER YARD

LUMBER YARD

LUMBER YARD

AUTO REPAIR

YMCA

LUMBER YARD



Design Guidelines Applicable to Project

- A-1 Responding to Site Characteristics: The project should orient to the south and east to take advantage of the territorial vistas and city views. The eastern facade should contain the building entry or "front door" to the residential structure.
- A-2 Streetscape Compatibility: Although there is little established streetscape, this project will define the standard for future streetscape character. From the WSJDG*, reduce the scale of the street wall with well-organized commercial and residential bays and recessed entries.
- A-3 Entrances Visible From the Street: See A-1. Both pedestrian and vehicle entrances should be readily visible from 35th Avenue SW.
- A-4 Human Activity (Item 1: Pedestrian Environment in the West Seattle Design Guidelines): Since this site falls within the West Seattle Junction Urban Village, the commercial and residential uses should encourage interaction with the pedestrian environment. Set back from the front property line to allow for more public space that enhances the pedestrian environment.
- A-5 Respect for Adjacent Sites: The proposed project should present a "friendly" facade to the West Seattle Stadium and golf course which lies to the east across 35th Avenue SW.
- A-7 Residential Open Space: The use of individual unit decks should be encouraged to provide interaction with street level pedestrians. A common rooftop patio would provide downtown vistas for all residents.
- A-8 Parking and Vehicle Access: Parking should be located underground and or within the building structure. Vehicle access should not compromise the continuity of the commercial storefronts nor conflict with pedestrians.
- A-9 Location of Parking on Commercial Street Front: See Guideline A-8.
- A-10 Corner Lots: Although this property is located on a corner lot, this project should not require any unusual focus on the intersection of SW Oregon Street and 35th Avenue SW since it is unlikely, due to topography, that this street will ever be open other than to provide vehicular access to this project. This corner, however, could be designed to encourage pedestrian activity thru the use of a small plaza with seating.
- B-1 Height Bulk and Scale Compatibility: The use of modulation to reduce apparent bulk and lessen the impact on the less intensive zone to the east (across 35th Avenue SW) should be considered. Variations in exterior color and siding materials should enhance the modulation.
- C-1 Architectural Context/Character: Although this site does not have a well-defined neighborhood character, the architectural flavor should reflect those listed in the West Seattle Junction Guidelines. This would include facade articulation, recessed entry and street level display windows.
- C-2 Architectural Concept and Consistency: Forms and fenestration on the building should reflect the functions within the building. From the WSJDG*, the base of mixed use buildings should reflect the scale of the overall building. The commercial level, as well as one to two levels above, should be built to the front and side property lines to create a more substantial base.
- C-3 Human Scale: Since the site falls within the West Seattle Junction pedestrian environment, elements such as balconies, street level shops and street level windows should be encouraged. Signs should be incorporated to add interest to the project. Sidewalk benches could enhance the human element. From the WSJDG*, overhead weather protection should be functional and appropriately scaled.
- C-4 Exterior Finish Materials: Materials used on the exterior should enhance human scale, architectural concept and character. Materials should be of high quality and be used to reduce bulk and scale, as well as defining the forms within the building.
- D-1 Pedestrian Environment: A ground level open space (courtyard) should be considered to enhance the building entry. Street amenities to consider include sidewalk lighting, accent pavers, planters and seating. Vehicle traffic should not interfere with the pedestrian traffic. A pedestrian connection from 36th Avenue SW via unopened SW Oregon Street should be considered. Vehicle access via SW Oregon Street would provide access from 35th Ave SW without compromising the pedestrian element.
- D-2 Blank Walls: Blank walls should be avoided on the street-facing facades.
- D-5 Visual impacts of parking structure: from the WSJDG*, parking should be designed and sited to enhance pedestrian access.
- D-6 Screening: Dumpsters, utilities, service refuse and recycling areas should be located within the building.
- D-7 Personal Safety and Security: A variety of exterior lighting and transparent entries should be considered. Large window area at the commercial storefront could enhance the feeling of safety.
- E-1 Landscaping: Landscaping shall reinforce design continuity with adjacent sites. Landscape on the unopened portion of SW Oregon Street should be considered with a possible pedestrian connection to the street above.

* WSJDG: West Seattle Junction Design Guidelines



West Seattle Junction Hub Urban Village

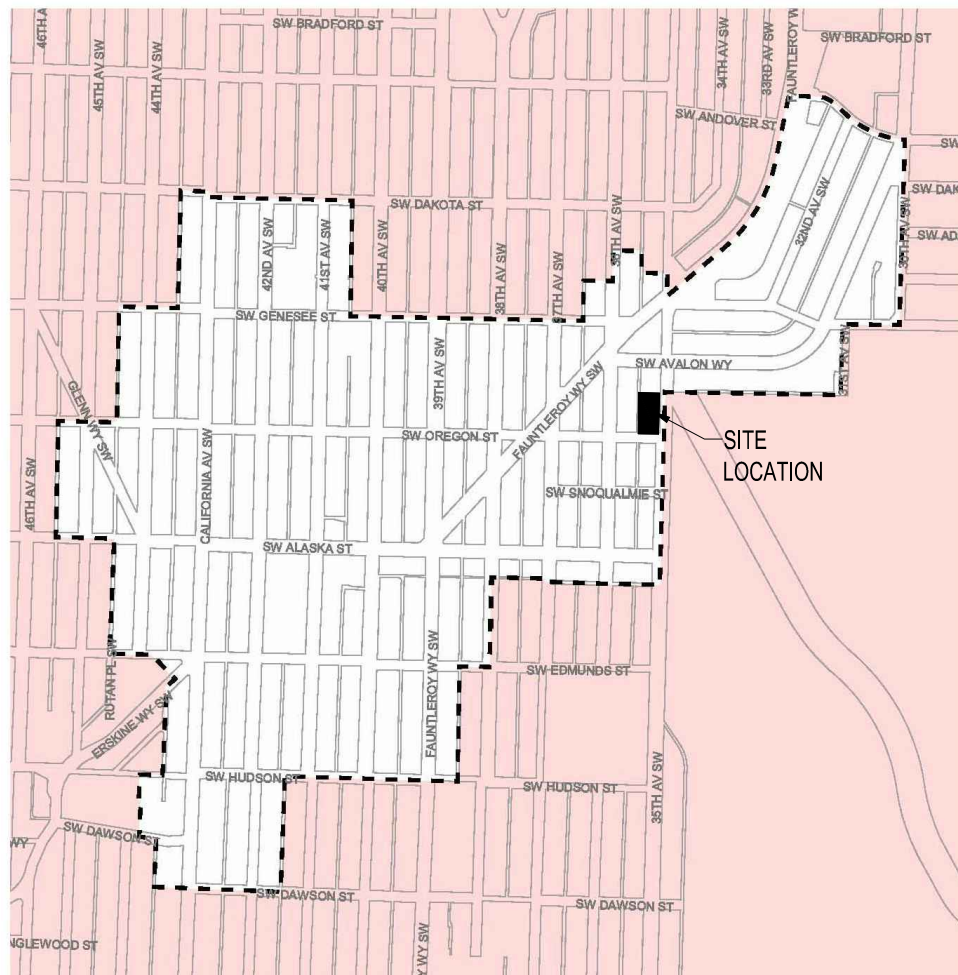
The site is within the West Seattle Junction Urban Village and is governed by the West Seattle Urban Village Design Guidelines as well as the City of Seattle Design Review Guidelines. The site lies on the perimeter of the pedestrian environment.

This project will provide a visual link between the West Seattle Junction and the West Seattle Stadium to the east and the West Seattle Golf Course to the Southeast.

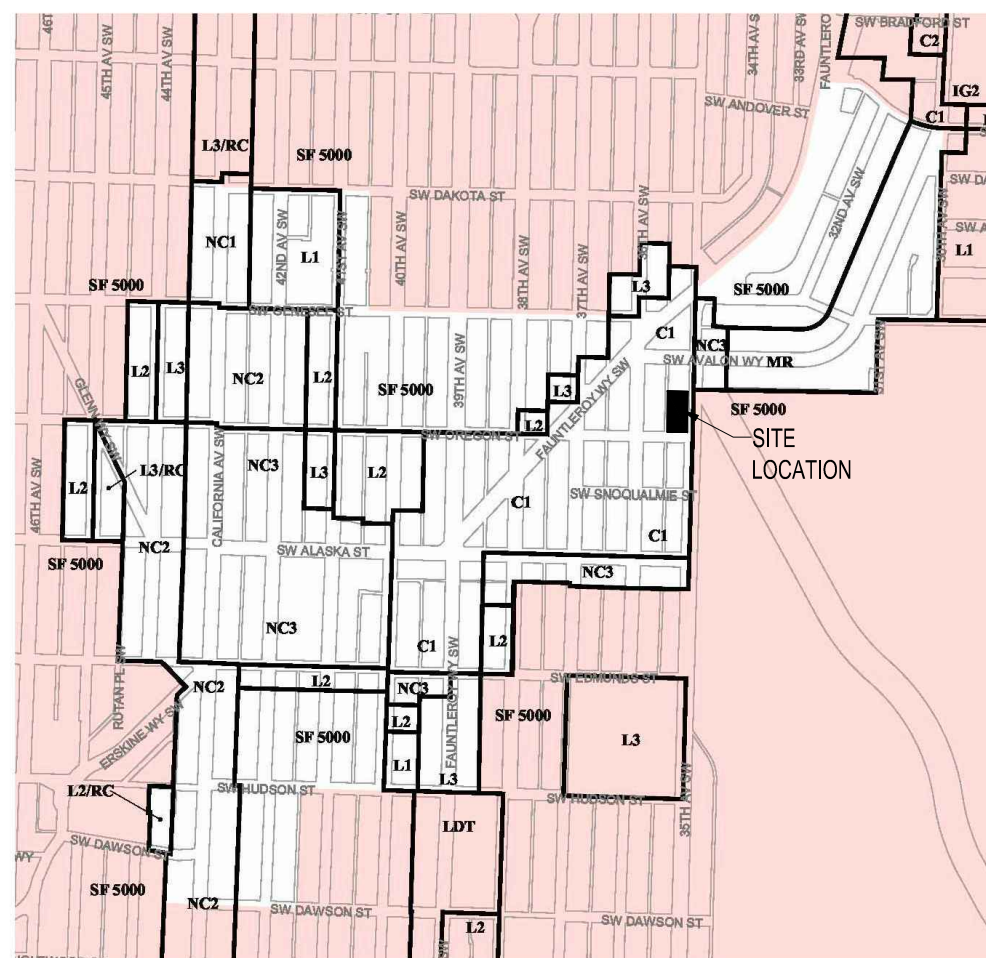
SW Oregon Street, although unopened to vehicles, can provide a pedestrian link from the West Seattle Junction to the west and the recreational opportunities to the east.

This project will enhance the pedestrian environment on 35th Ave SW providing another link within the pedestrian overlay.

West Seattle Junction Hub Urban Village Boundry

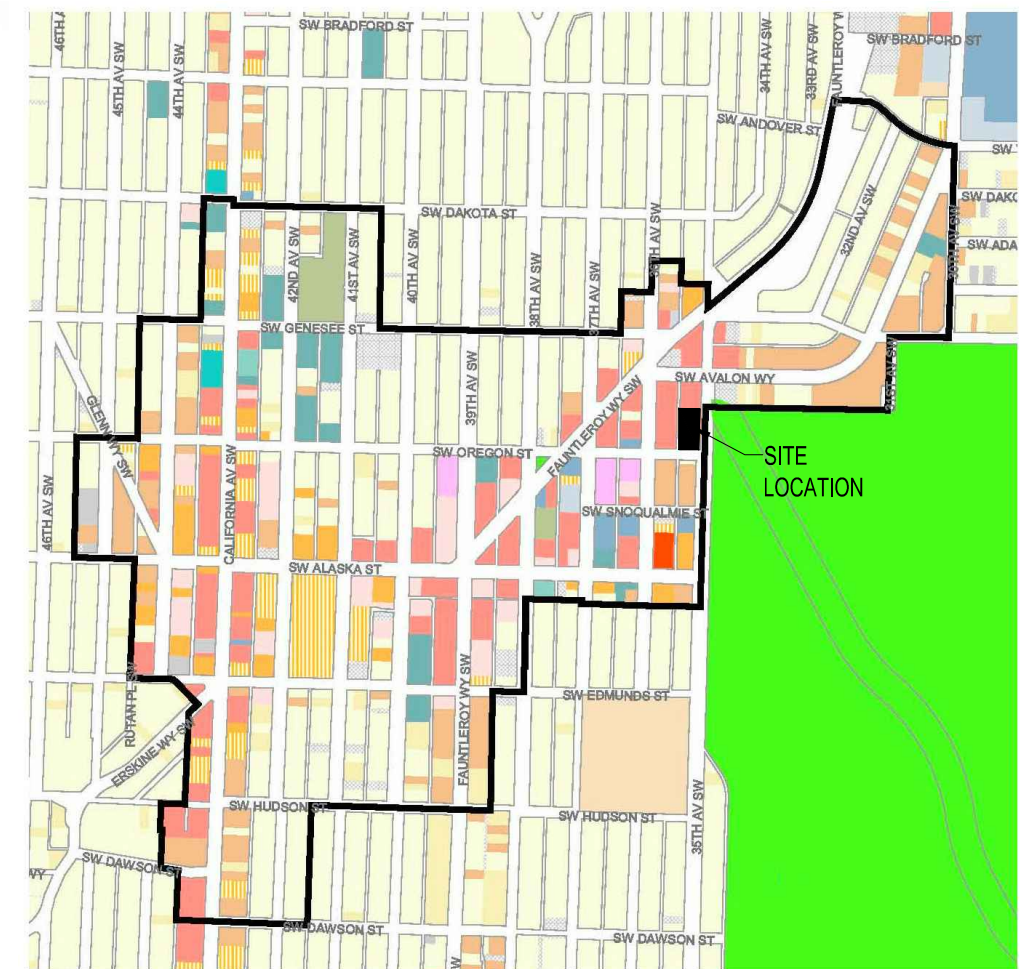


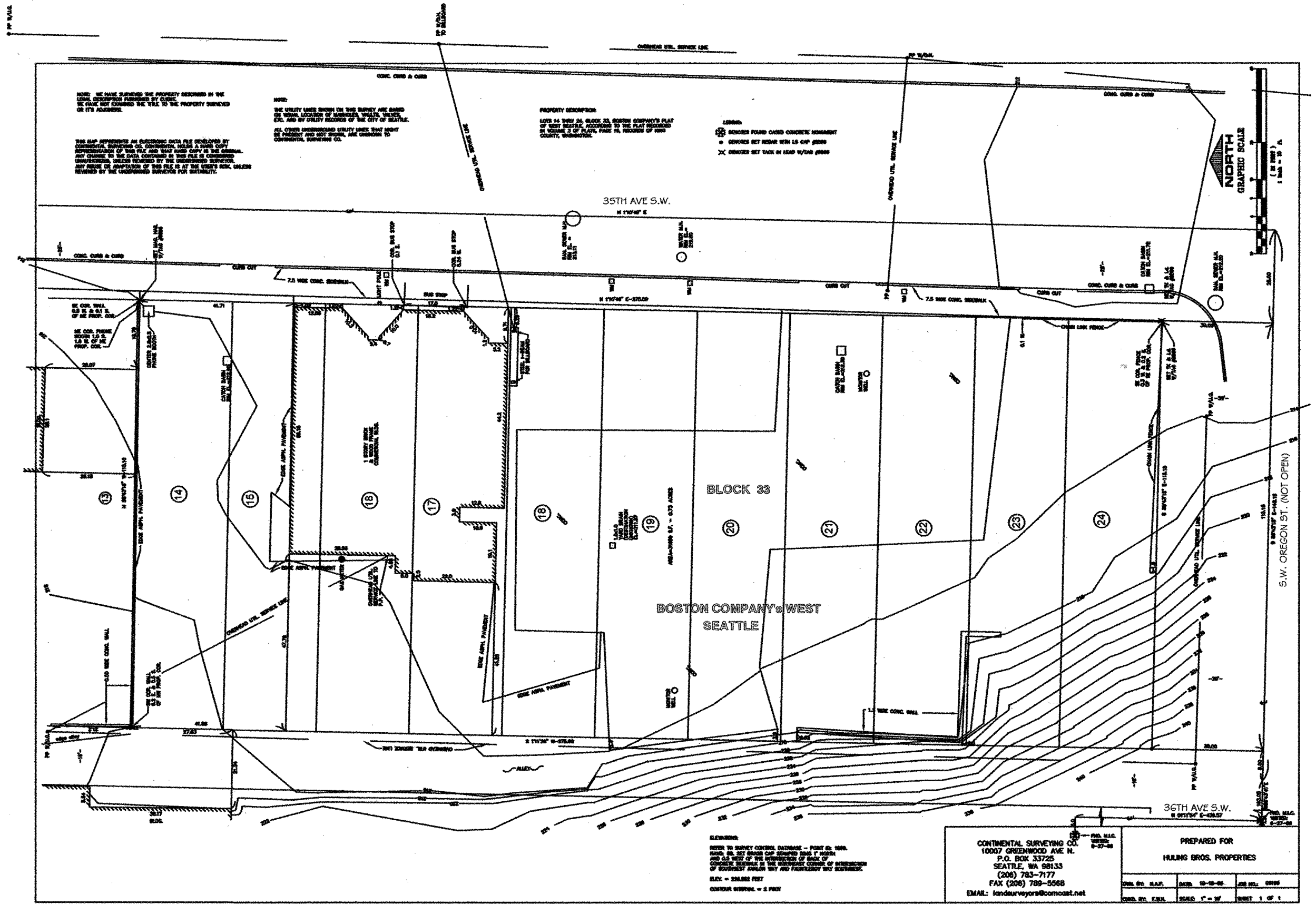
Zoning



URBAN VILLAGE BOUNDARY		STREET RIGHT-OF-WAY	
	Single Family		Entertainment
	Duplex/Triplex		Mixed Use
	Other Housing		Parking
	Multi-Family		Industrial
	Office		Warehouse
	Retail/Service		Transp/Util/Comm
	Hotel/Motel		Institutions
			Public Facilities
			Schools
			Open Space
			Vacant
			Water Body
			Unknown

Land Use





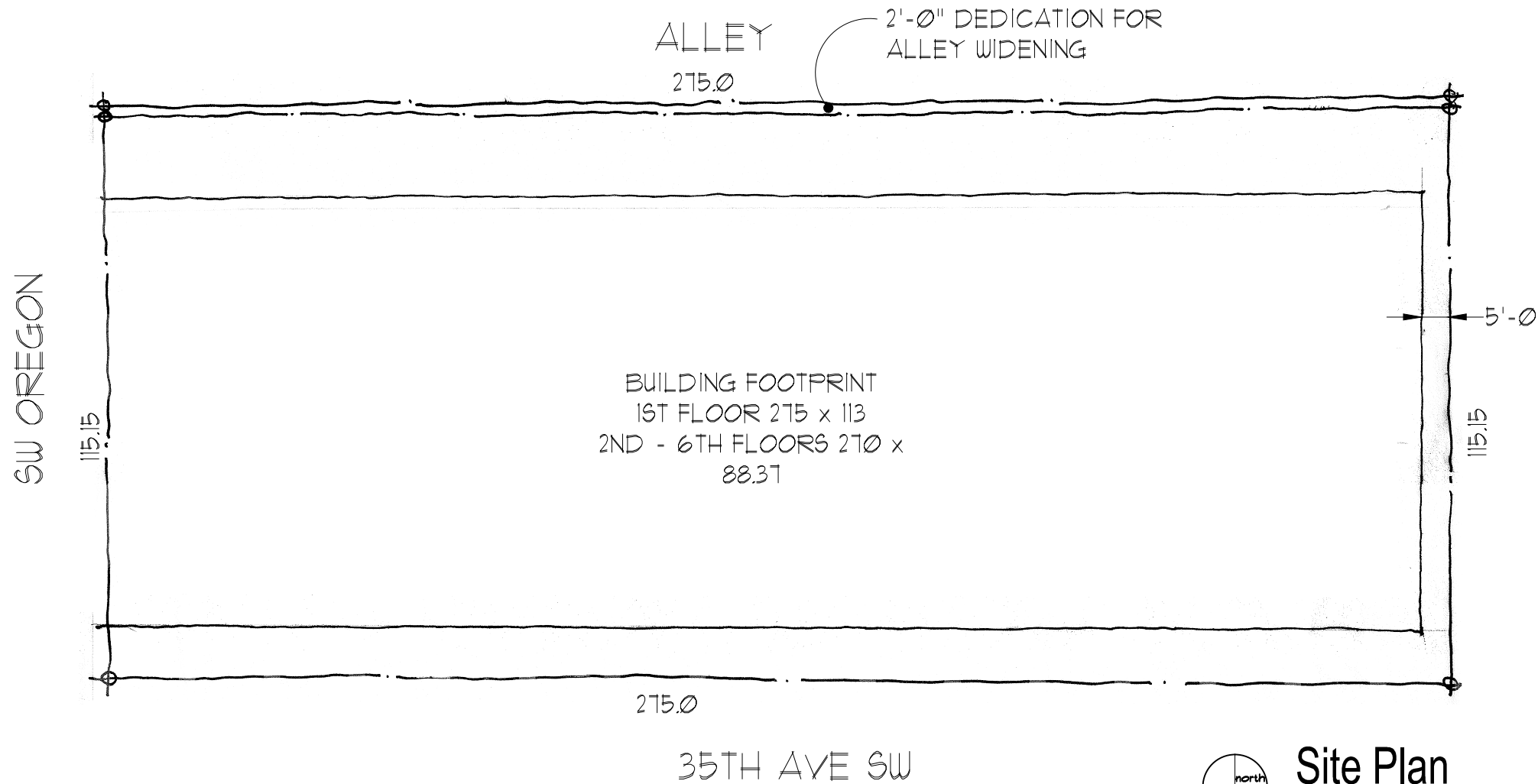
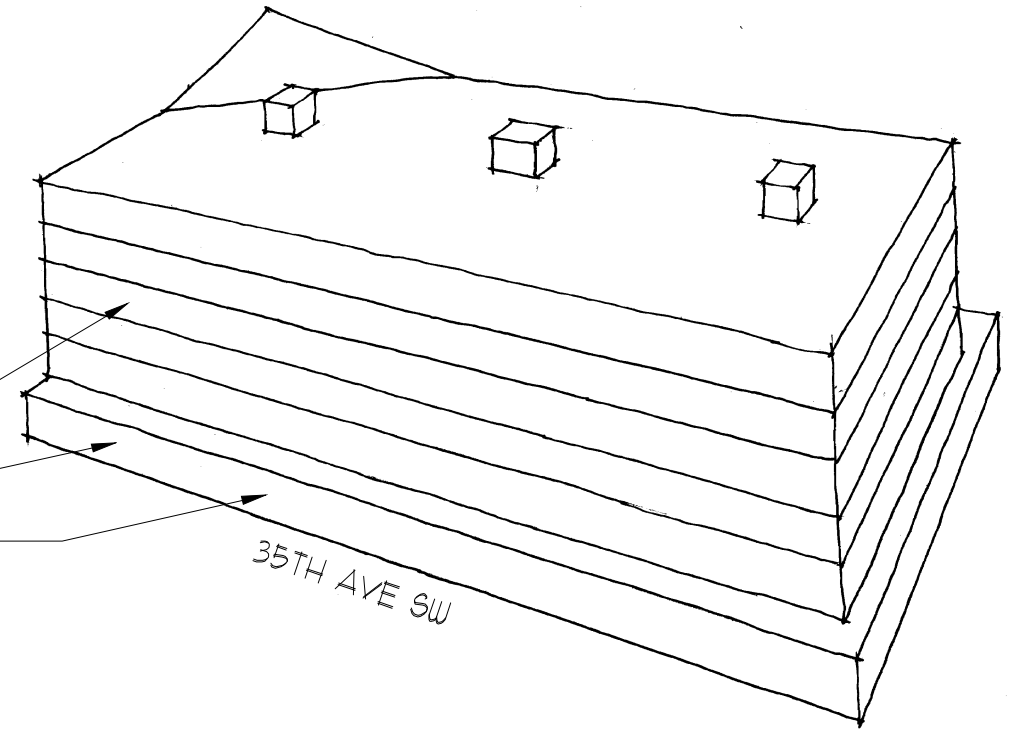
MAX BLDG. HEIGHT = 65' (NOT INCL. ROOFTOP FEATURES)

MAX AREA = 150,350 SF (FAR=4.75)

FLOORS 2-6 = 119,264 SF (275x84 EACH)

FIRST FLOOR = 31,116 SF (275x113.15)

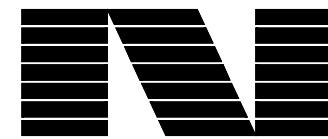
MIN HEIGHT- 1ST FLOOR = 13'



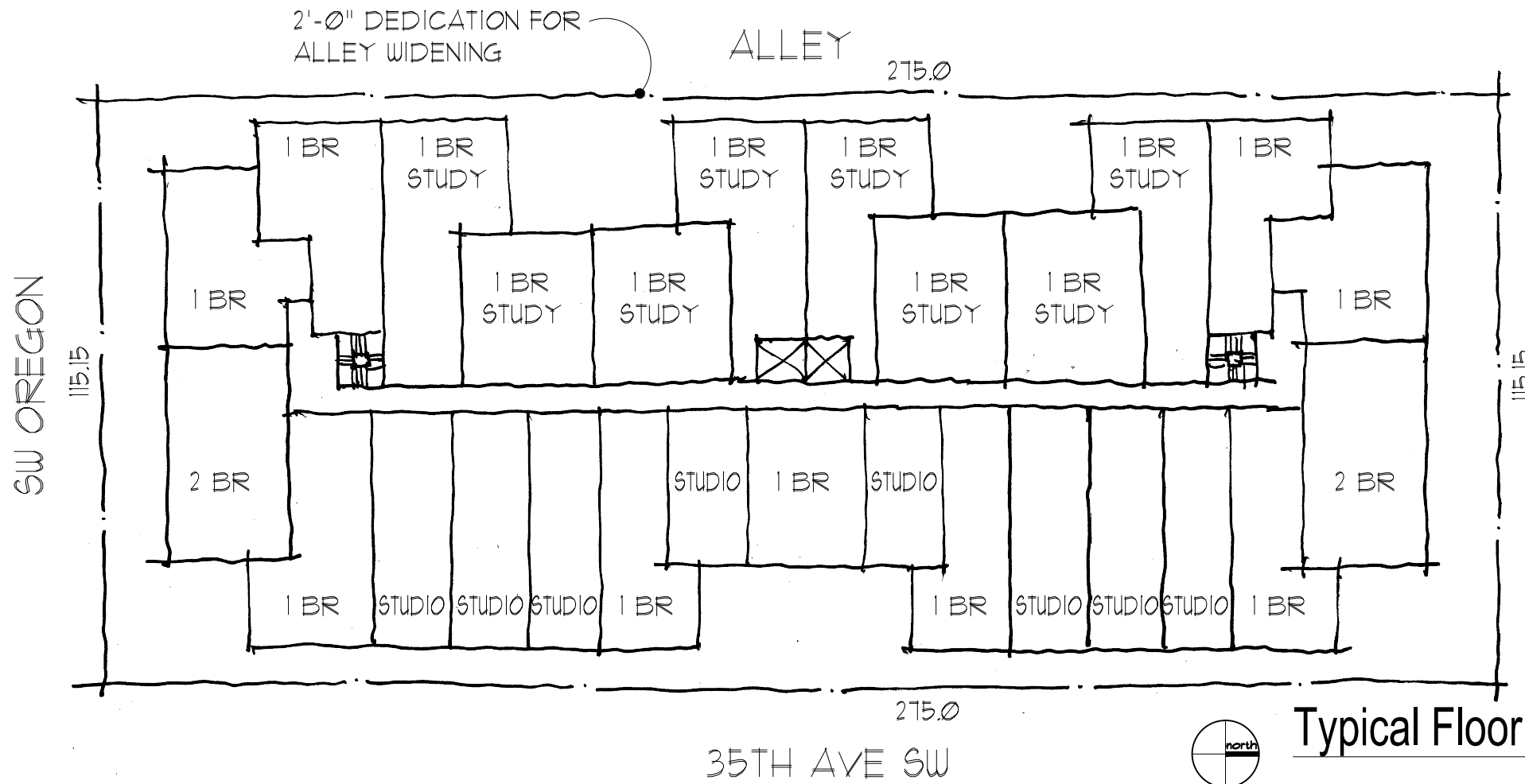
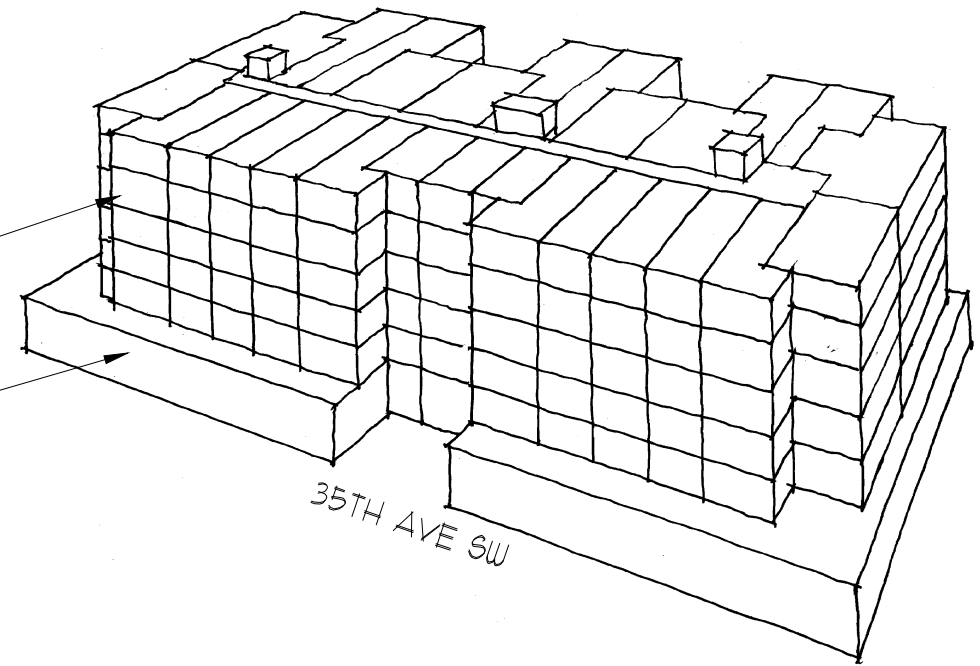
Scheme 1

CODE CONFORMING
31,075 SF 1ST FLOOR (COMMERCIAL AND PARKING)
119,305 SF 2ND-6TH FLOORS (23,861 SF EA)
FOOTPRINT ABOVE 1ST FLOOR = 270 x 88.37

 **Site Plan**
SCALE 1"=30'

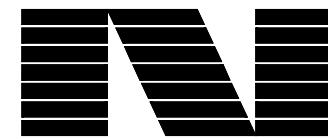


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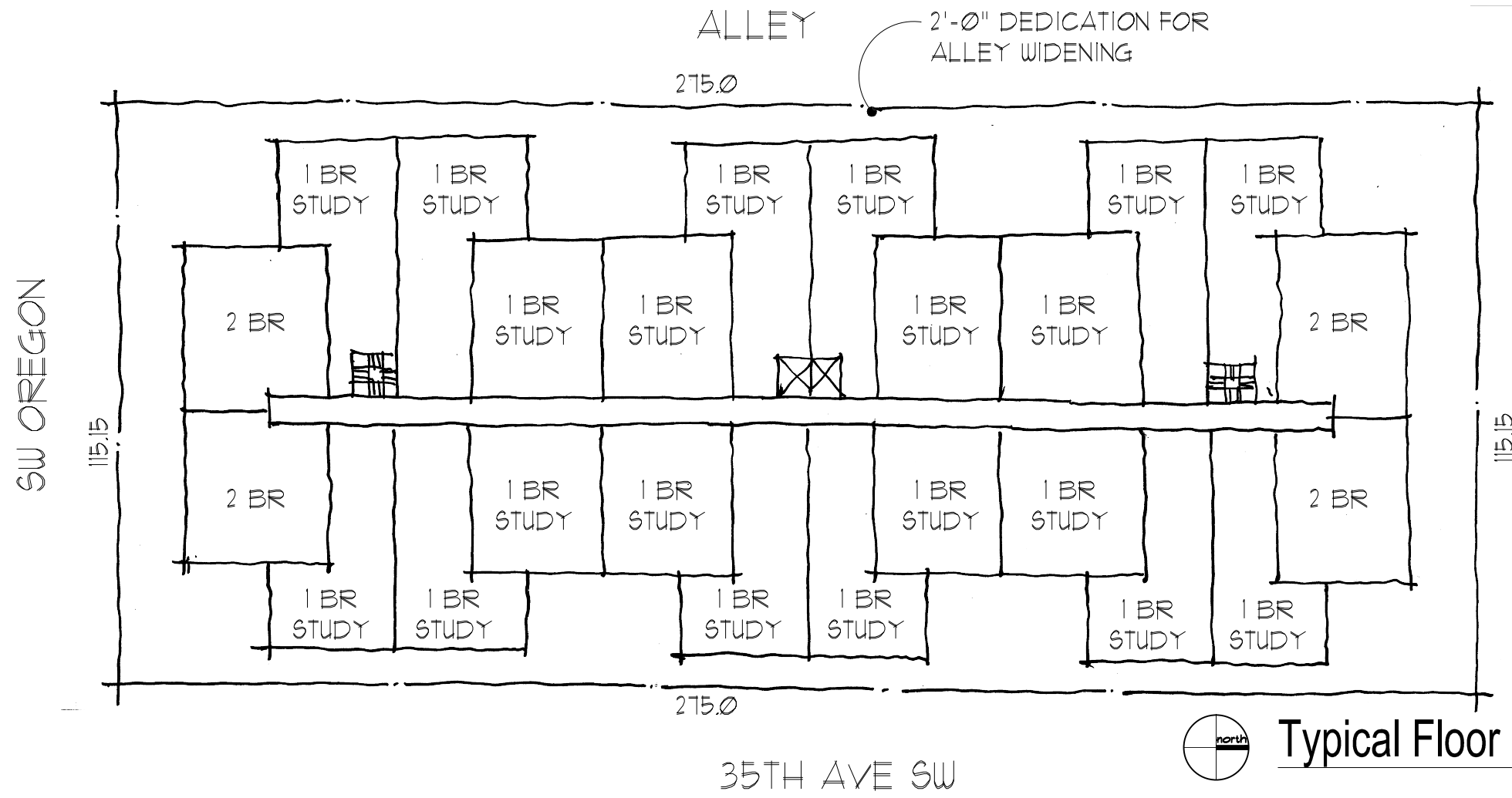
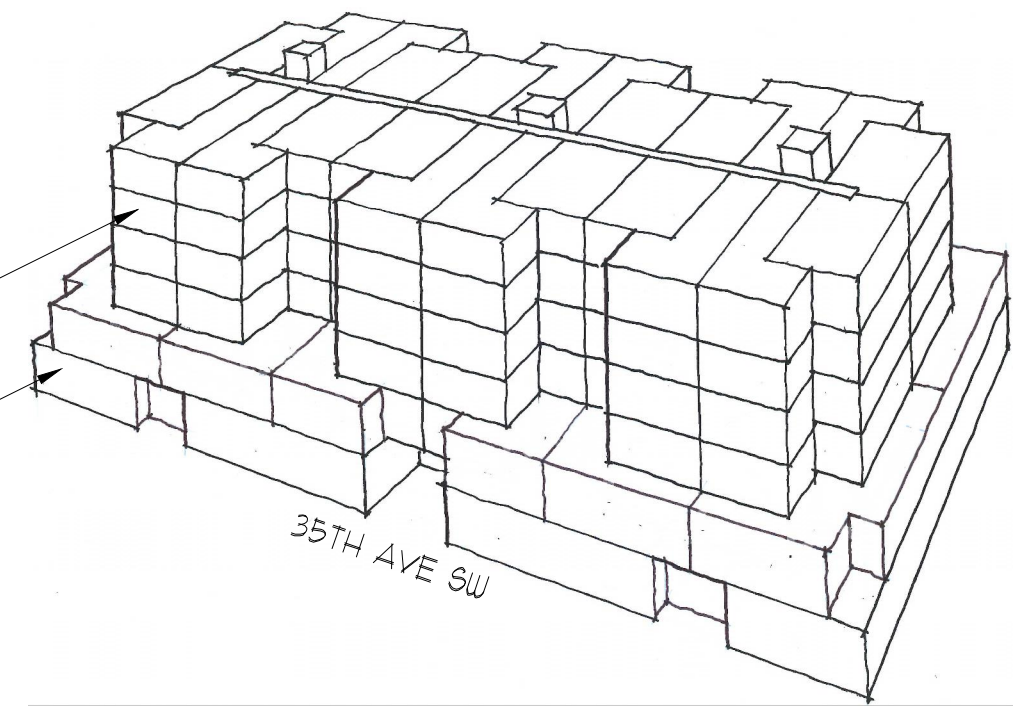


Typical Floor - 2nd-6th
 SCALE 1"=30'

Scheme 2
 135 UNITS
 12,150 SF RETAIL/COMMERCIAL
 160 PARKING STALLS



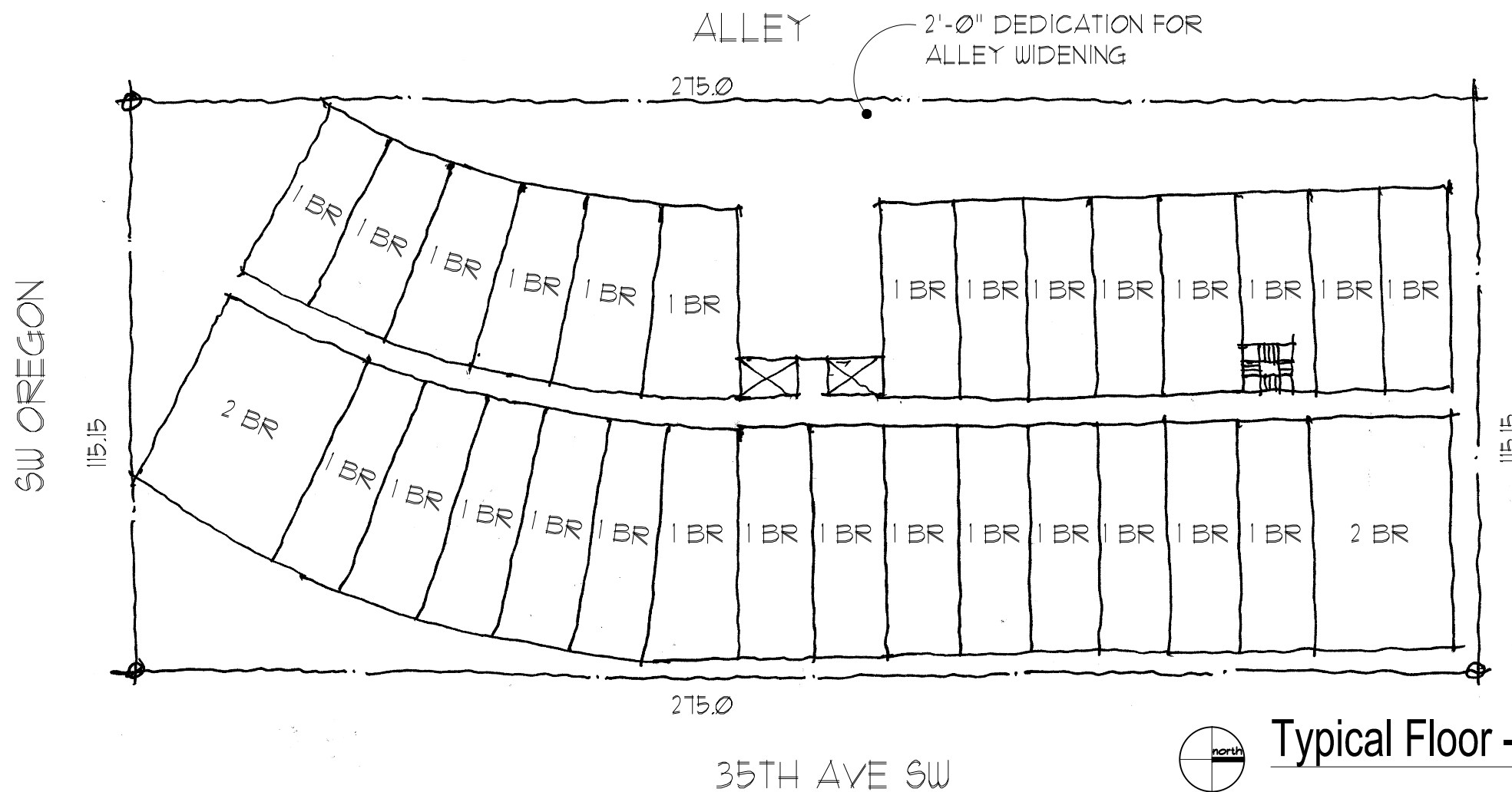
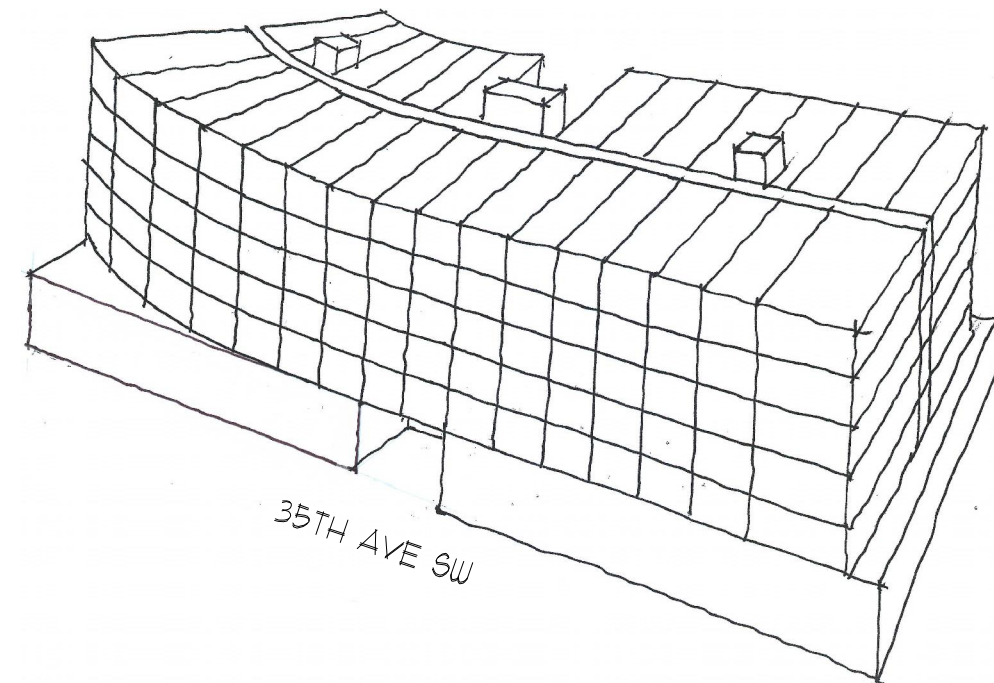
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Typical Floor - 2nd-6th
 SCALE 1"=30'

Scheme 3
 120 UNITS
 12,150 SF RETAIL/COMMERCIAL
 160 PARKING STALLS

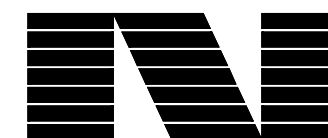


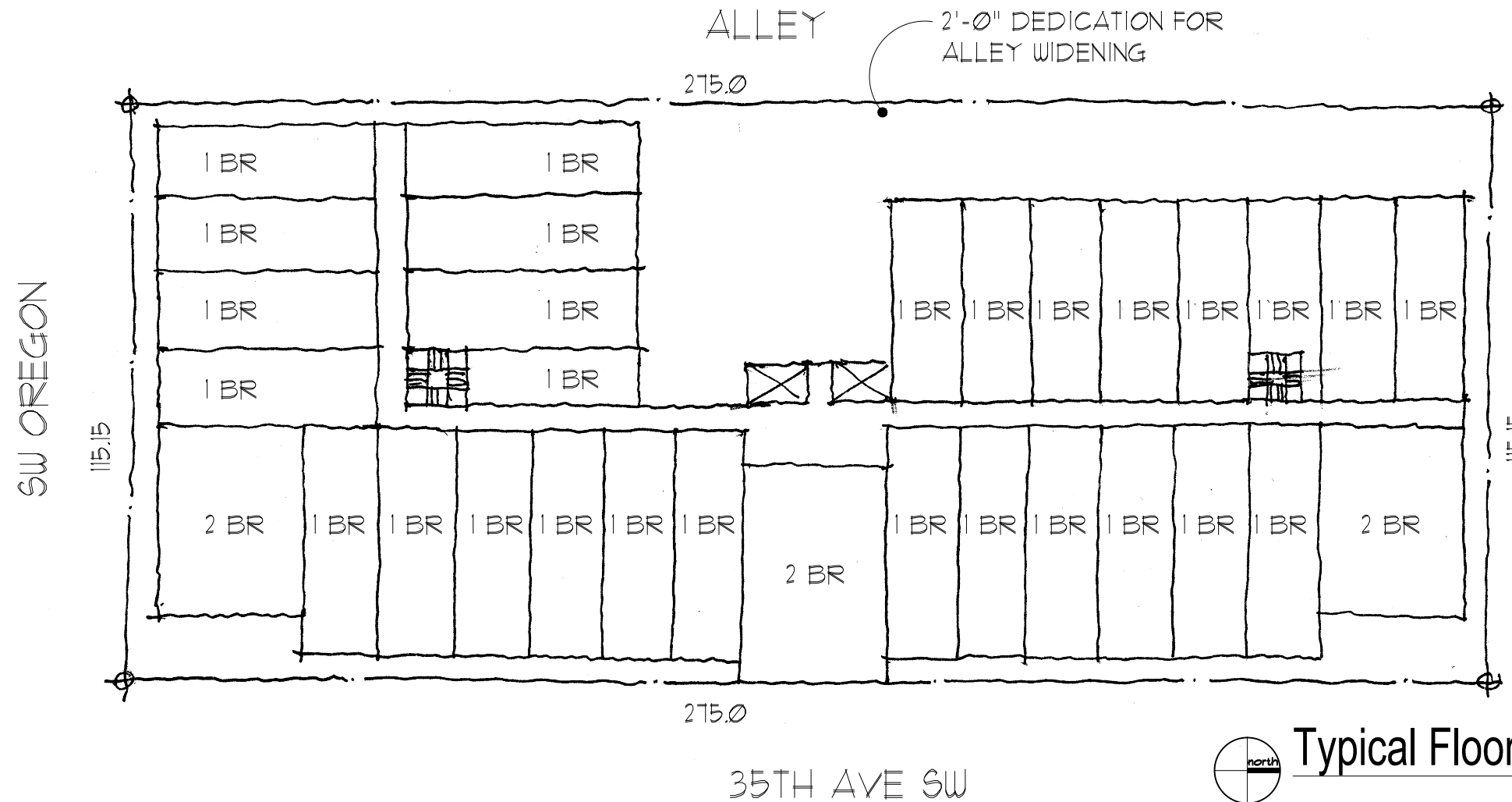
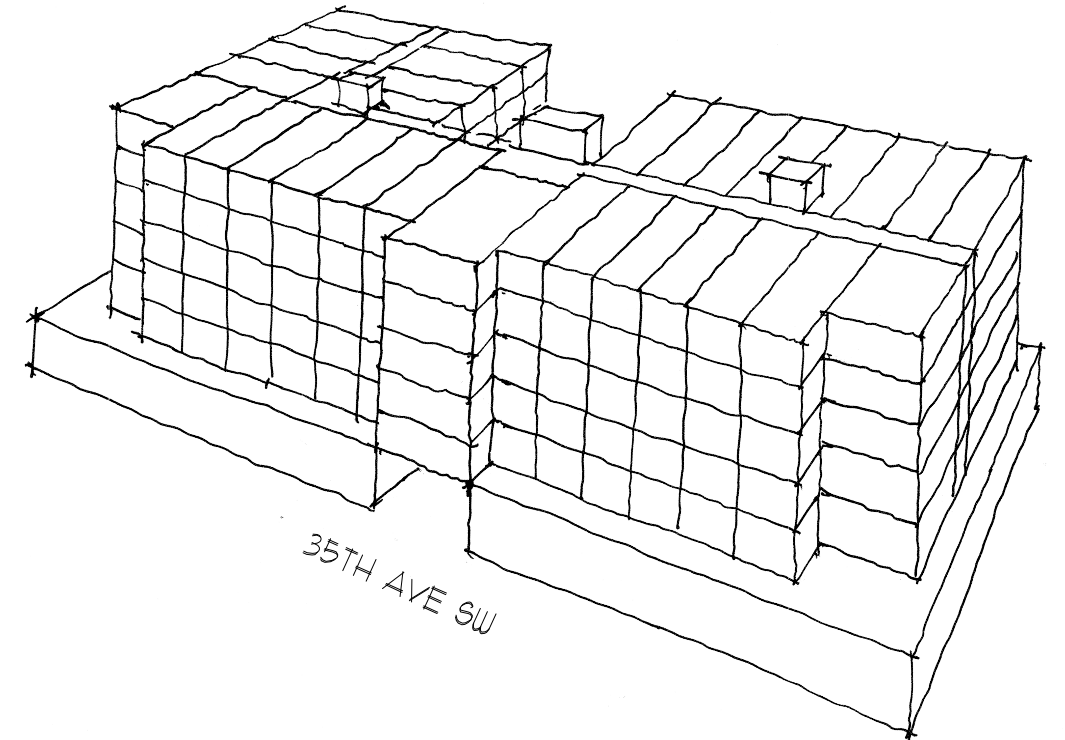


Typical Floor - 2nd-6th
SCALE 1"=30'

Scheme 4

150 UNITS
12,150 SF RETAIL/COMMERCIAL
160 PARKING STALLS



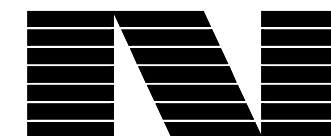


"PREFERRED SCHEME"
Scheme 5

150 UNITS
 12,150 SF RETAIL/COMMERCIAL
 160 PARKING STALLS



Typical Floor - 2nd-6th
 SCALE 1"=30'



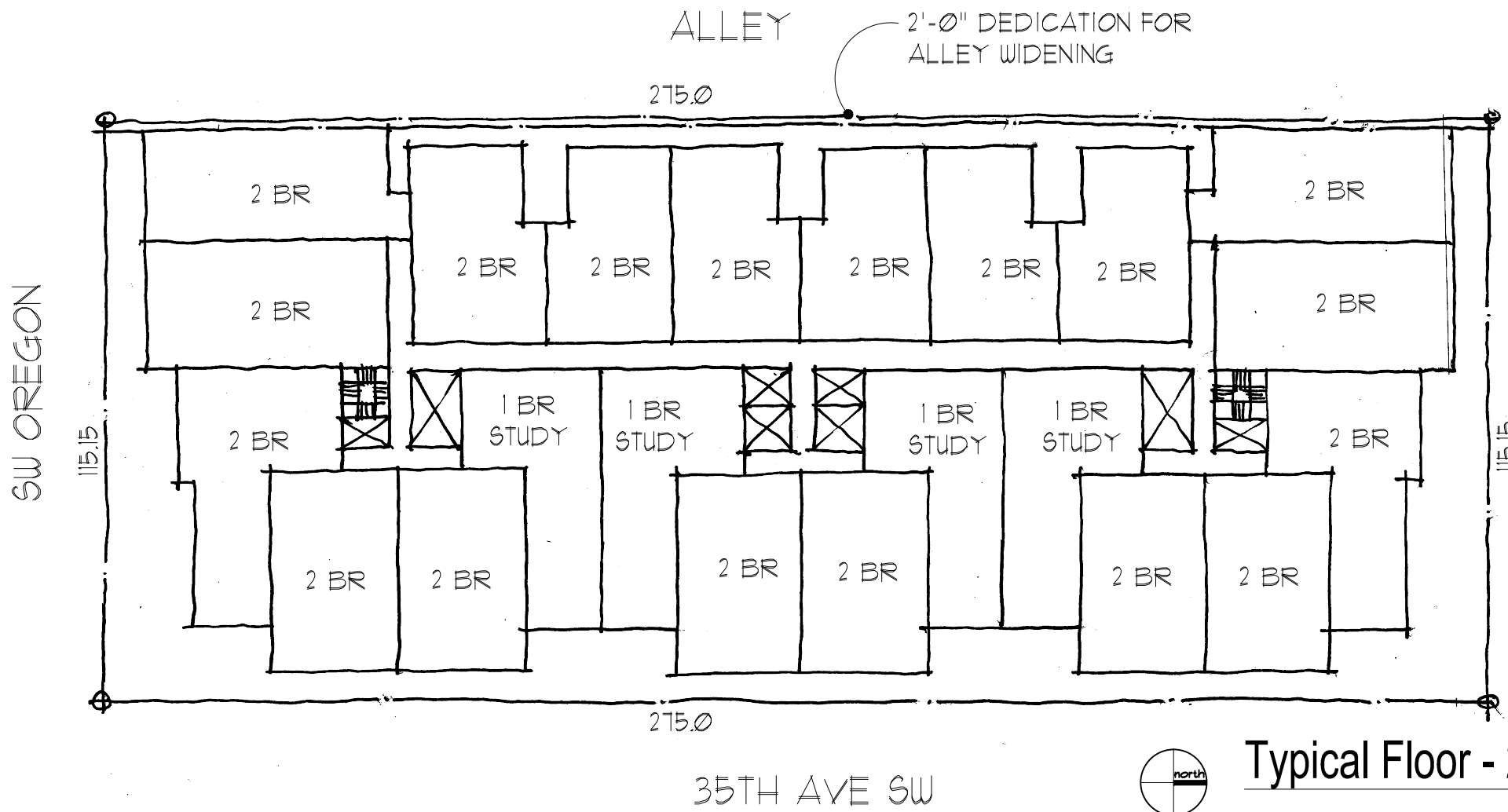
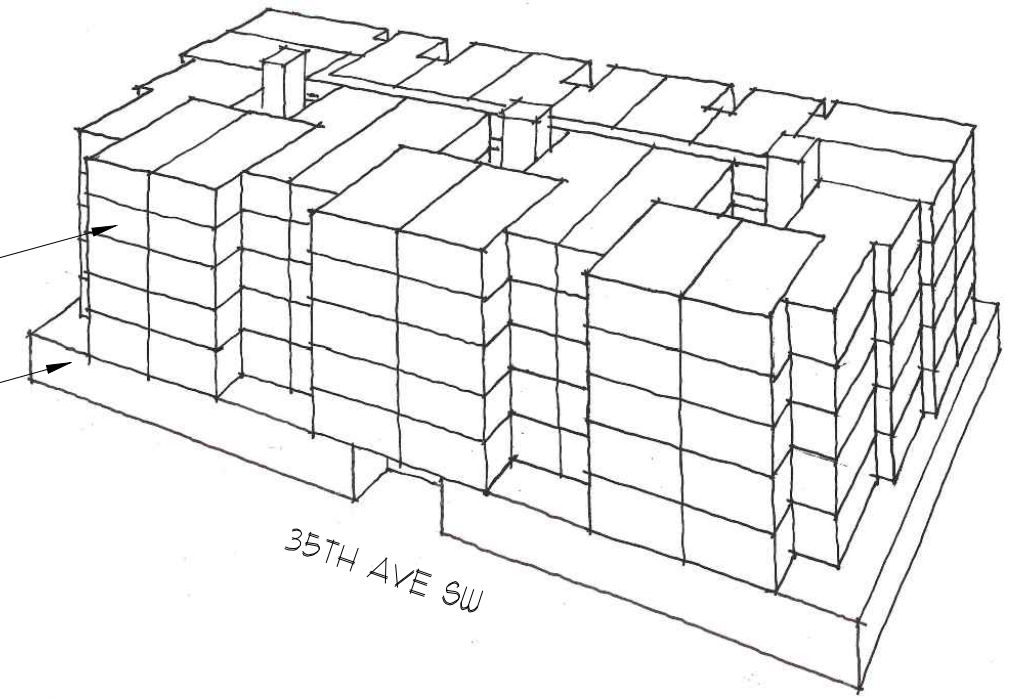
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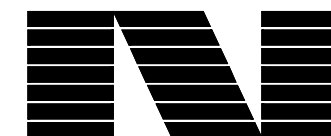
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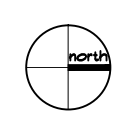
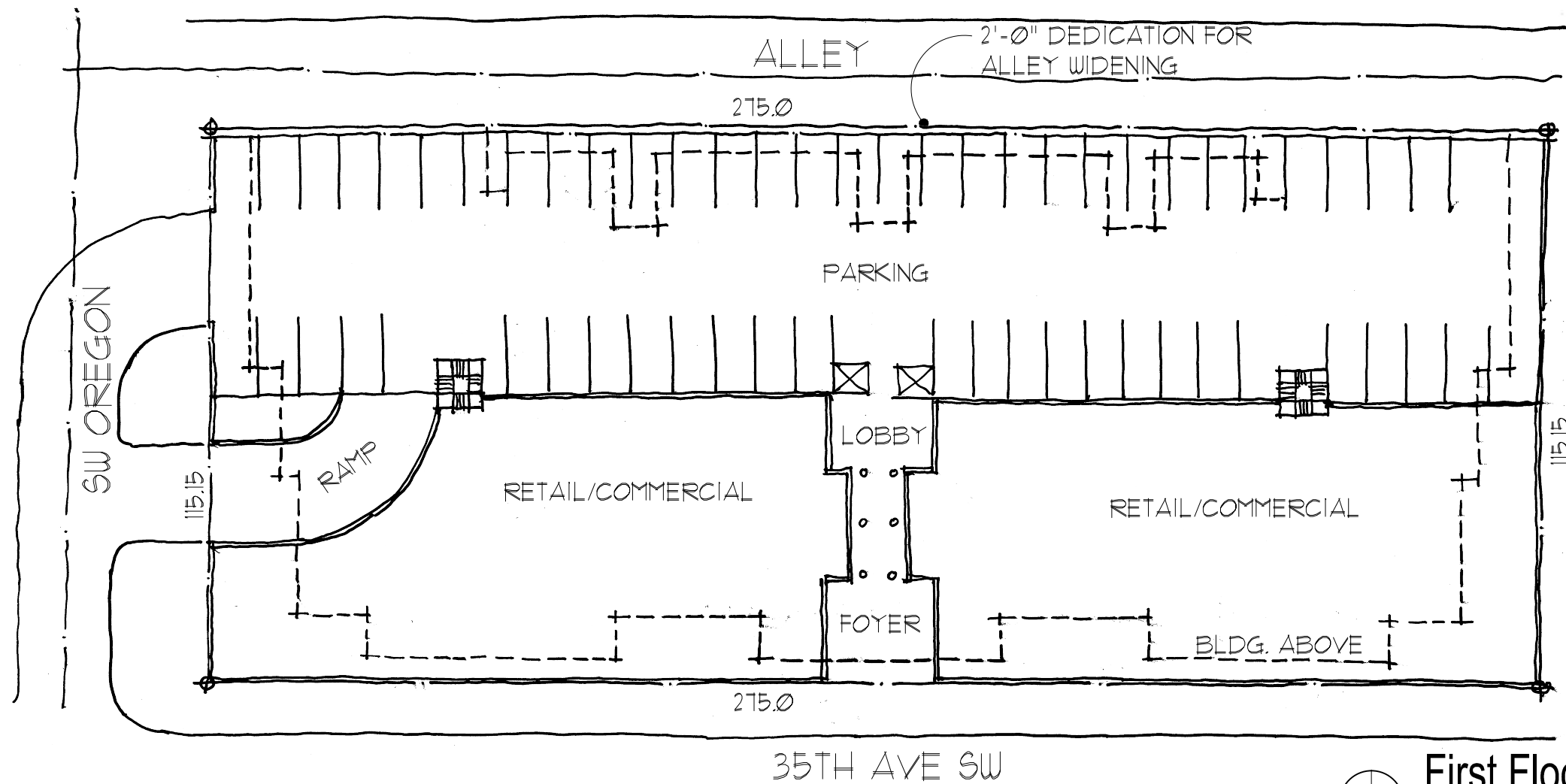
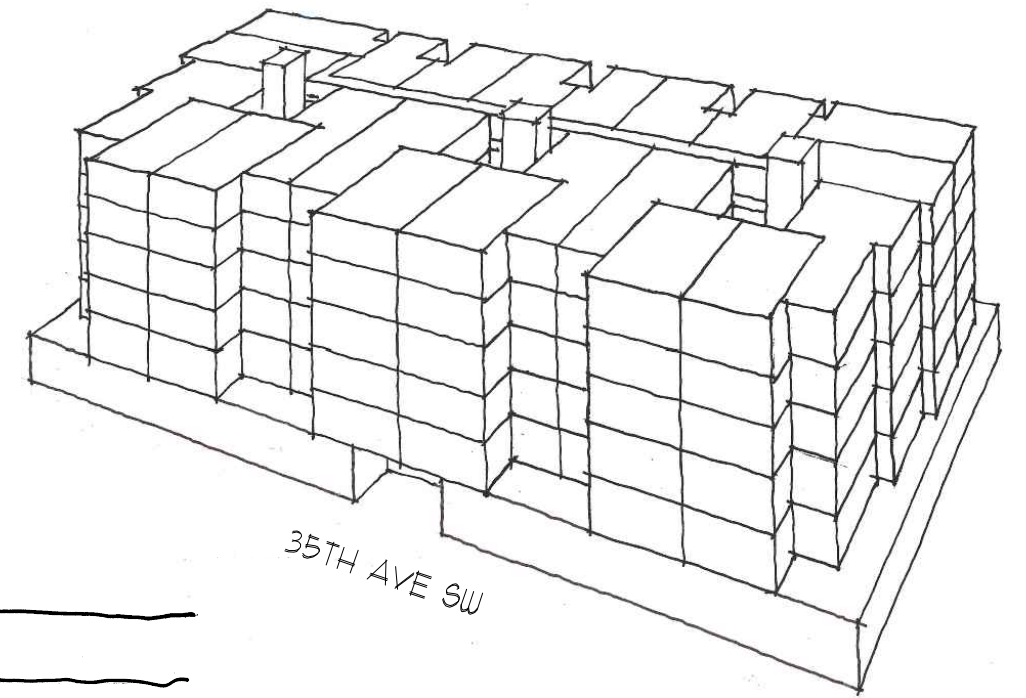


Typical Floor - 2nd-6th
SCALE 1"=30'

"PREFERRED SCHEME"
Scheme 6

110 UNITS
12,150 SF RETAIL/COMMERCIAL
160 PARKING STALLS

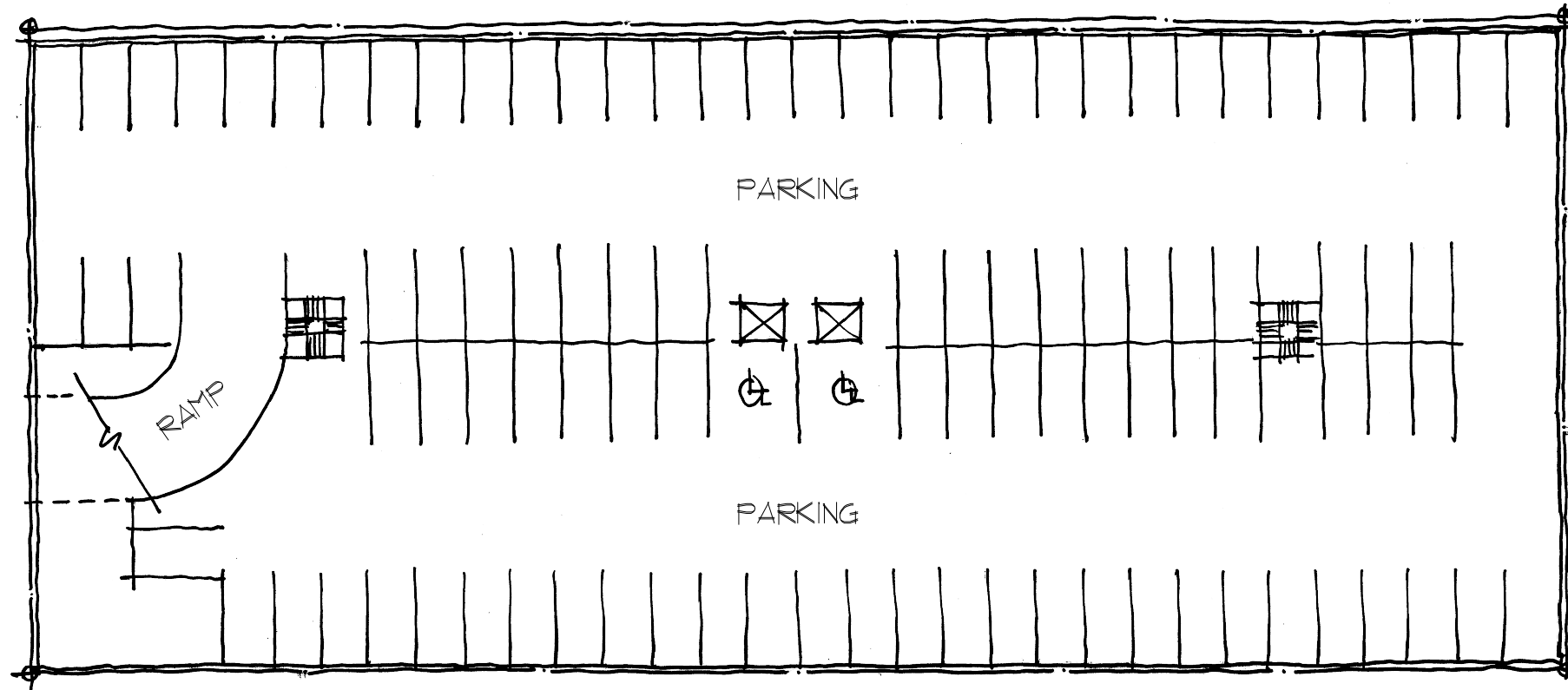
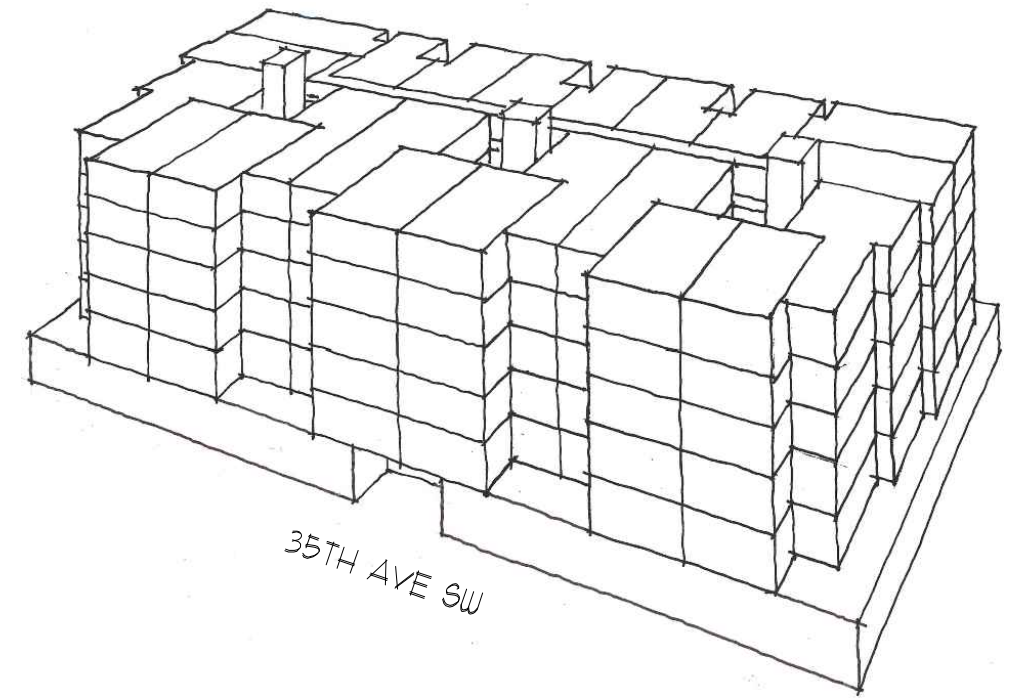




First Floor Plan
SCALE 1"=30'

"PREFERRED SCHEME"
Scheme 6





Basement Plan
SCALE 1"=30'

"PREFERRED SCHEME"
Scheme 6

